

REVISED OCTOBER 10, 2005
STONEMAN TRAIL PROJECT NARRATIVE
9-ZN-2005

This is an amended request to rezone a 20 acre site at the southwest corner of Windmill and Stagecoach Pass Roads from R1-190 ESL to R1-70 ESL to allow the development of eleven (11) acre-plus custom homesites. The property is surrounded by Rural-70 and Rural-43 ESL to the north, R1-35 ESL to the east, R1-43 ESL to the south, and R1-70 ESL to the west. This is one of a handful of remaining undeveloped vacant parcels in the area which have not been rezoned for either one (1) per acre or one (1) per two acre homesites. The existing R1-190 ESL zoning is inconsistent with the pattern of development in the area and not in character with surrounding residential subdivisions. The modified R1-70 ESL development plan shows homesites ranging from approximately 55,000 square feet to 94,000 square feet with an average of 67,000 square feet and a density of only .55 homes per acre, and thus provides an ideal transition from the surrounding R1-35 ESL and R1-43 ESL zoning and development to the R1-70 ESL subdivision on the immediate west.



GENERAL PLAN CONFORMANCE

The modified proposal continues to be in conformance with the General Plan designation of Rural Residential as it would result in a development of only 11 lots on 20 acres, approximately one (1) home on two (2) acres. The proposed conceptual plan for the property meets all NAOS and other ESLO requirements as well as the overriding ESLO goal of minimizing impact on the natural Sonoran desert in this area. All homes will be limited to one story and the ESLO building height limit of 24 feet above the natural grade of the lot.

CONCEPTUAL SITE LAYOUT

Stoneman Trail is proposed to be a gated community with the primary entrance on Windmill Road. The historic Stoneman Trail, for which the project is named, is one of the remaining segments of the trail that connected Fort Whipple in Prescott to Fort McDowell in the 1800's. The trail has had a number of names over the years, the most memorable of which is Stoneman Trail. Windmill Road is a minor collector with access to Stagecoach Pass Road, the major collector in the area. Internal circulation is provided by two cul-de-sacs with flag lot driveways designed to reduce development impacts and allow a lot arrangement that meets both the letter and intent of ESLO. A 20' right-of-way is being dedicated along the south property line to provide access to properties to the south. A homeowners association will maintain common areas and the private street.

The proposed site plan was developed by walking the property and identifying areas most suitable for development and most appropriate for preservation based on the presence of important natural features. The property is generally flat with no hillside conditions. Development envelopes, which meet the 30' minimum side and rear setbacks, with larger rear setbacks of 60' on the west perimeter, were sited in a manner that best preserves the character of the site by minimizing disturbance of the local washes, major vegetation and regional views. NAOS buffers are provided between each envelope within the Stoneman trail neighborhood as well as along all perimeter edges. This results in undisturbed, natural buffers along Stagecoach Pass and Windmill Roads as well as between the proposed development and neighboring homesites to the east and west.

Lots in Stoneman Trail have increased in size along the western perimeter with some staggering of lot lines to provide more open view corridors between homes in the adjoining neighborhood, and building setbacks along the west boundary match the 60' setbacks of the adjacent R1-70 properties. Building setbacks have been increased to 75' on some lots to further buffer existing homes. Disturbance of the three washes was minimized through the use of "flag lots," which reduces the extent of utility and street impacts. The envelope siting will also reinforce one of the main goals of the latest ESLO amendments, to prohibit the use of traditional perimeter subdivision walls. Walls will only be constructed within or on the designated development envelope for each custom homesite.

AMENDED DEVELOPMENT STANDARDS JUSTIFICATIONS

The design team proposes to utilize amended development standards (ADS) as allowed in the Environmentally Sensitive Lands (ESL) Ordinance, Section 6.1083. The justifications for the ADS are as follows:

1. Provision of Additional N.A.O.S. The revised site plan for Stoneman Trail includes 6.1 acres of N.A.O.S. This represents a 25% increase over the required 4.9 acres of N.A.O.S. (4.9 acres X 1.25 = 6.1 acres).
2. One-Story Construction Restriction. The developer has agreed through discussions with adjacent neighbors to permit only single-story construction in Stoneman Trail.
3. Preservation of +50 c.f.s. Washes. The amended standards allow for more flexibility in the placement of development envelopes which, in turn, allow for the preservation of the three +50 c.f.s. washes present on the 20-acre site. The only proposed disturbance to these washes will be for vehicular access and utility services to two of the eleven lots.
4. Provision of Perimeter Natural Area Setbacks. The use of amended standards allows for a more creative site plan that responds to the character of the local community. Significant setbacks have been provided to create a natural streetscape along Windmill Road and Stagecoach Pass as well as neighboring properties to the south and west of the Stoneman Trail project.
5. Average Lot Size. While the minimum lot size is approximately 55,000 square feet, the average lot size within the project is approximately 67,000 square feet and the largest lot exceeds 94,000 square feet.
6. Introduction Of Flag Lots. Flag lots are proposed as a technique for reducing road pavement and the requirement for full width lots. With lots of this size, full street frontage is not necessary to provide reasonable access to development envelopes. In some cases, flag lots will minimize disturbance and wash crossings.
7. Environmentally Sensitive And Creative Site Plan. The amended development standards allow for site specific creativity and sensitivity in the planning and engineering components of the development. Development envelopes, roads and lots have been planned with the most appropriate solution for each location.

NO ADDITIONAL DENSITY IS ACHIEVED WITH THE PROPOSED AMENDMENTS.

In addition to the one-story height limitation in the proposed standards, a stipulation is being proposed to prohibit balconies and roof decks on the western perimeter. Further refinement of site plan details will occur during the preliminary plat phase of the project. The preliminary plat and site amenities (gates, project monumentation, revegetation program, etc.) will be submitted for Development Review Board approval.

See summary table below.

SUMMARY TABLE

Development Standard	Ordinance Requirement	Proposed Standard	Proposed Reduction
A. Minimum Lot Area (square feet)	70,000	53,000	24%
B. Minimum Lot Width			
1. Standard Lot	250'	150'	40%
2. "Flag Lot"	--	20'	--
C. Density (Dwelling/Lot)	1	N.C.	
D. Maximum Building Height	30'	24'*	
E. Minimum Yard Requirement			
1. Front Yard (All)	60'	40'	33%
2. Side Yard	30'	--	--
3. Rear Yard	60'	40'**	33%
F. Distance Between Buildings (min.)			
1. Accessory and Main Building	10'	--	--
2. Main Buildings on Adjacent Lots	60'	--	--
G. Walls and Fences			
1. Standard	8'	--	--
2. With 20-foot Setback	12'	--	--
3. Within Required Front Yard	3'	--	--
H. Access			
I. Corral (height)	6'	--	--

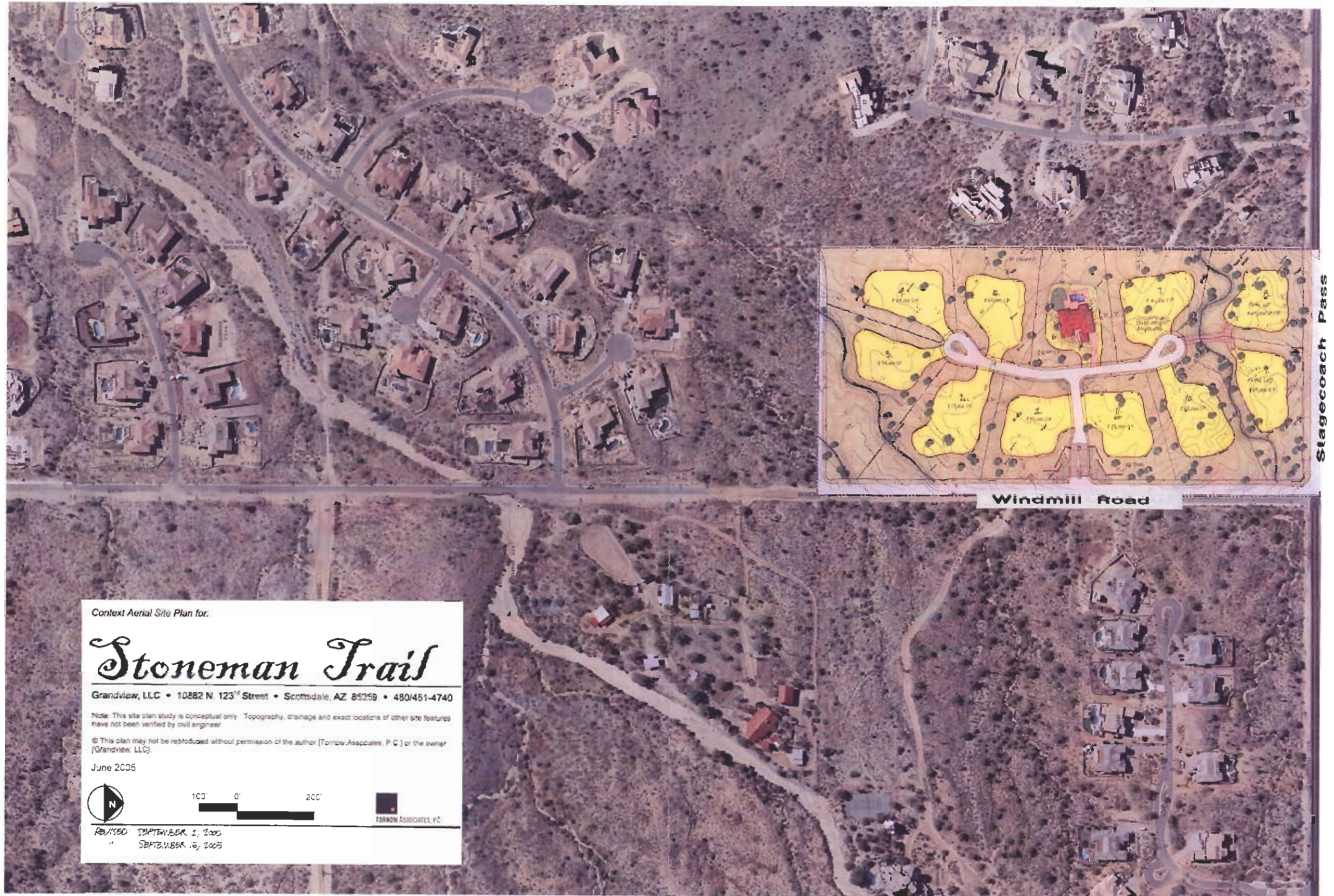
* Maximum building height is twenty-four (24) feet measured from natural grade as required in the recently revised Environmentally Sensitive Lands Ordinance. Further, all buildings will be limited to one-story construction as defined by the Scottsdale Unified Building Code.

** Lots adjacent to the west property line of the project shall provide a minimum rear yard building setback of sixty (60) feet.

[NOTE: Although a minimum lot size of 55,000 square feet is planned and shown on the conceptual layout, the standard minimum is proposed at 53,000 square feet to allow flexibility if needed to respond to unanticipated site constraints.]

RESPONSE TO CITIZEN INPUT

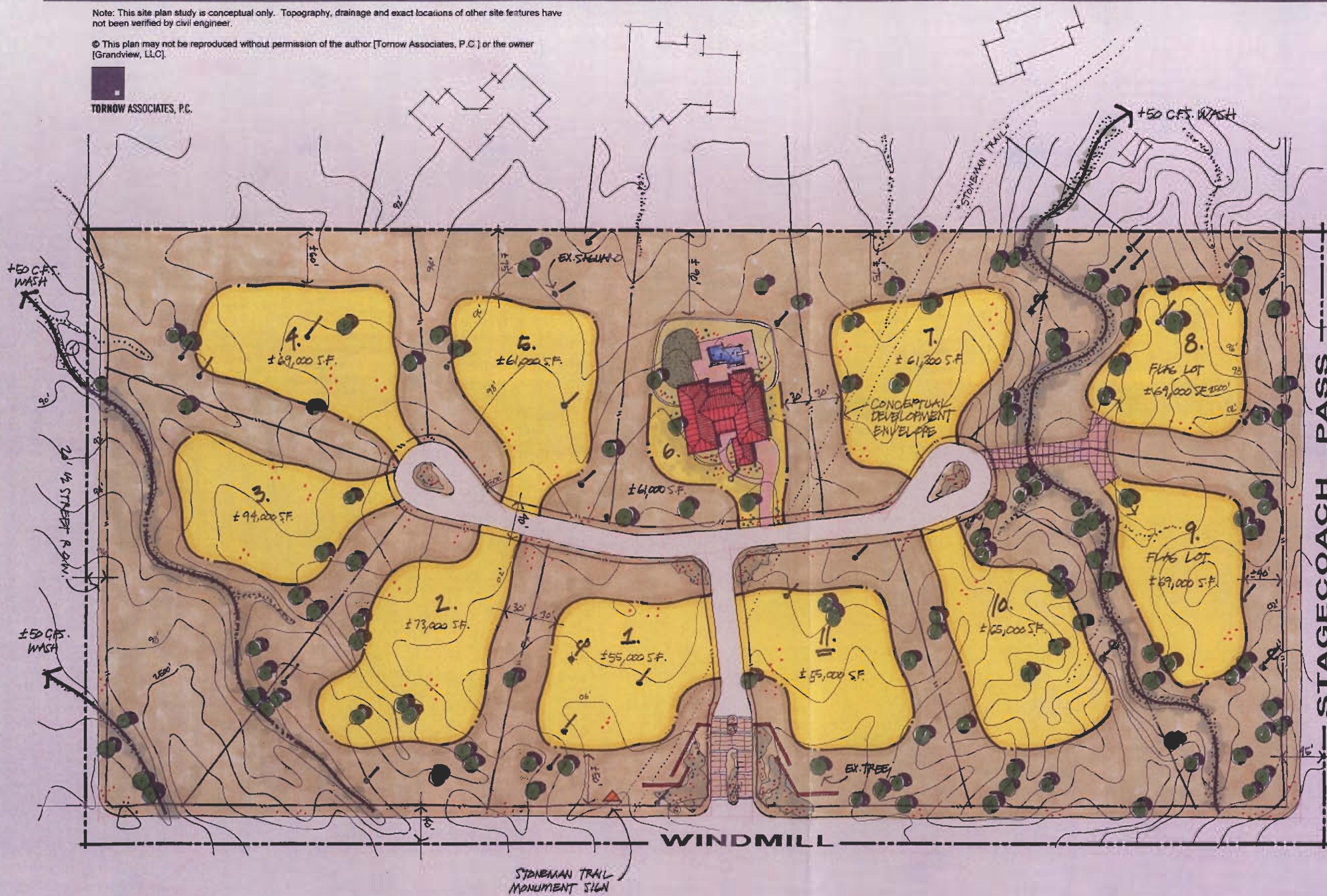
Original development proposals for the property ranged from R1-35 ESL with 18 lots, apparently by a prior potential purchaser, to the first Stoneman Trail proposal for R1-43 ESL with 15 lots. After discussions with neighboring owners, an open house meeting and additional meetings following the initial Planning Commission hearing, the latest revised plan was developed. In response to concerns about lot sizes and density, only 11 lots averaging 67,000 square feet, are now being proposed. Design Guidelines have been drafted to assure that there will be upscale, architecturally compatible custom home designs that are appropriate to the desert character of the area. (Draft is being submitted.) The Stoneman Trail design team will continue working with neighbors to address concerns in order to bring forward the highest quality sensitively designed community that will be a welcomed neighbor enhancing the appeal of the entire area.



Note: This site plan study is conceptual only. Topography, drainage and exact locations of other site features have not been verified by civil engineer.

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TORNOW ASSOCIATES, P.C.



Summary:

(SEPTEMBER 15, 2005)

• R1-70 E.S.L. (PROPOSED)
 $\pm 10 \text{ ACRES} \times 0.55 \text{ U/A} = 11 \text{ UNITS}$

• MIN. LOT SIZE $\approx 55,000 \text{ S.F.}$
 • MAX. LOT SIZE $\approx 94,000 \text{ S.F.}$
 • AVG. LOT SIZE $\approx 67,000 \text{ S.F.}$
 • 24' MAX BUILDING HEIGHT
 (ALL ONE-STORY)

• N.A.D.S. SUMMARY...
 - REQUIRED (26.9%) 4.9 AC.
 - PROVIDED (30.6%) 6.1 AC.
 (26% INCREASE OVER REQUIRED)

stoneman trail



50' 0' 100'

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